

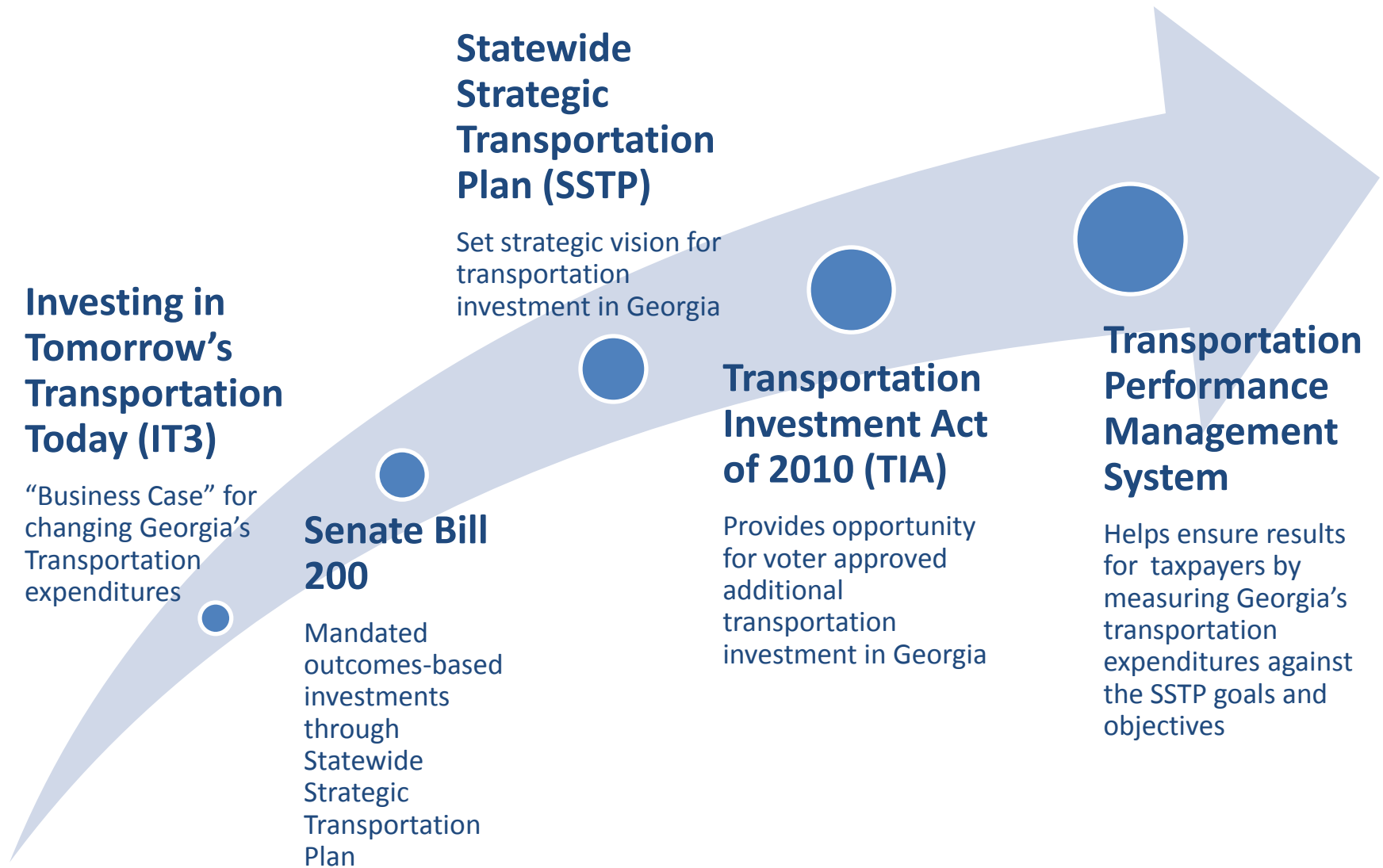
# Statewide Strategic Transportation Plan Progress Report

FHWA Performance Management Workshop

Atlanta, Georgia

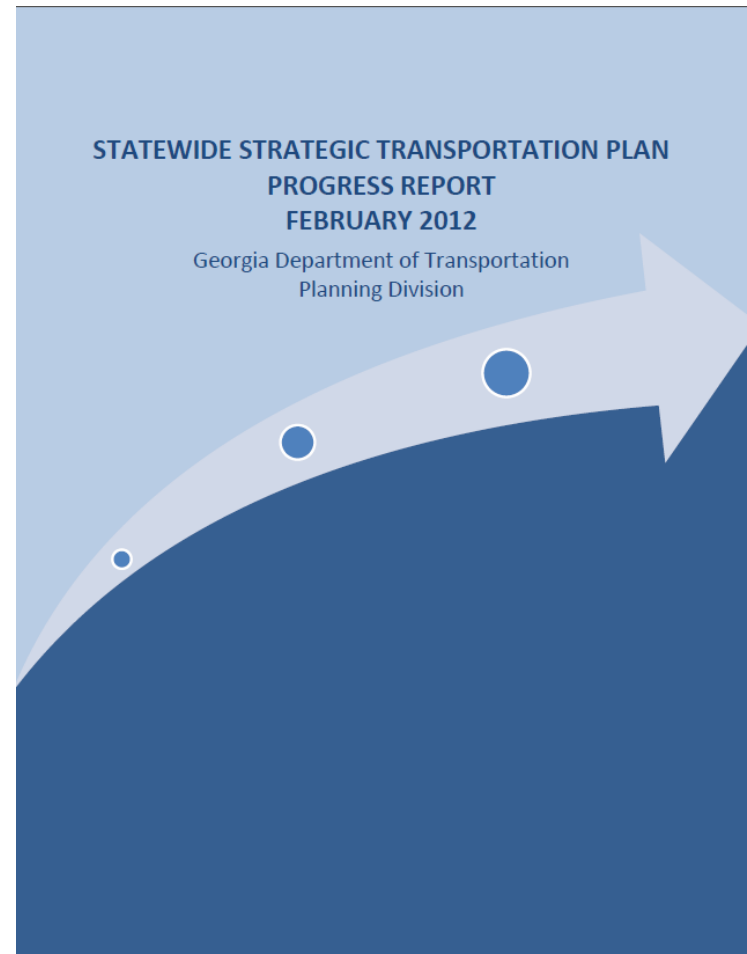
March 29, 2012

# Evolution of Transportation Planning and Finance in Georgia







# SSTP Progress Report

- ✓ Required by state law:  
Semiannual report on progress  
of projects and programs in SSTP
- ✓ Includes:
  - Performance of Georgia's current  
transportation network
  - Plans for Georgia's future  
transportation network
  - Execution of the plans
- ✓ Inaugural report February 2012





# Performance of Georgia's Current Transportation Network

- 18 performance measures based on SSTP goals & objectives
- Metro Atlanta and statewide
- Some targets set by GDOT and others suggested by staff and are subject to change
- Provide ultimate determination whether state is on right track

| Status  | Meaning   |
|---|---|
|    | Performing above/better than the target level.      |
|    | Meeting the target.                                 |
|   | Performing close to but below the target level.     |
|  | Considerable improvement needed to meet the target. |

# Performance Dashboard (Example)

| Strategic Objective/ Performance Measure  | Previous Reporting Period | Current Reporting Period | Target                     | Desired Trend    | Status  |
|---|---------------------------|--------------------------|----------------------------|------------------|---|
| Improved Access To Jobs, Encouraging Growth In Private-Sector Employment, Work Force                          |                           |                          |                            |                  |   |
| Average number of workers that can reach a major employment center by car in 45 minutes in the AM peak period |                           | 2010                     | ≥ 800,000 Workers*         | Higher is better |  |
|   |                           | 800,000 Workers          |                            |                  |   |
| Reduction In Traffic Congestion Costs   |                           |                          |                            |                  |   |
| Annual congestion cost per peak auto commuter   | 2009                      | 2010                     | ≤ \$1,046 (2009\$)*        | Lower is better  |  |
|   | \$1,046                   | \$924                    |                            |                  |   |
| Improved Efficiency, Reliability Of Commutes In Major Metropolitan Areas                                      |                           |                          |                            |                  |   |
| Daily average number of people traveling in HOT lanes during the weekday AM and PM peak periods               |                           | Oct-Dec 2011             | Target Not Yet Established | Higher is better | Target Not Yet Established  |
|   |                           | 17,200 Trips             |                            |                  |   |

# Evaluation of Plans (Example)

## SSTP Investment Guidelines

## PLAN 2040

**Weight allocation toward HOT lanes on Interstate vs. arterial roads**

**Creates 300+ lane mile HOT network**

**Weight allocation of new arterial capacity toward 13 employment centers**

**1/3 of new arterial capacity focused on centers, X% on Regional Thoroughfare Plan (i.e., includes “first-mile” connectivity)**

**Focus local-improvement funds and pedestrian-infrastructure investment on existing employment centers**

**85% of bicycle/pedestrian funding in lump sum—ARC staff anticipates majority will be spent in centers**

# Execution of Plans

***To Be Determined***

# Challenges

- Measures
  - Strategic – Do they track what counts?
  - Sensitive – Do they provide actionable information?
  - Sustainable – Are necessary resources (data, tools) available?
- Targets
  - Who sets them?
  - How?
- Incorporating information into decision making
- Coordination with other performance measurement/management efforts



# Transportation MAP Report

|          | <i>Performance Measure</i>   | <i>Description</i>   | <i>Baseline</i> |             | <i>Update</i> |             |
|----------|--|--|-----------------|-------------|---------------|-------------|
|          |  |  | <i>Value</i>    | <i>Year</i> | <i>Value</i>  | <i>Year</i> |
| Mobility | Freeway travel time index<br><i>The slowest periods:</i><br>7:30 a.m. – 8:30 a.m.<br>5:00 p.m. – 6:00 p.m.   | Freeway TTI, weighted by segment VMT, during the slowest regional one-hour morning and evening peak period | 1.22            | 2002        | 1.18          | 2009        |
|          |  |  | 1.26<br>(PM)    |             | 1.20<br>(PM)  |             |
|          | Freeway planning time index<br><i>The slowest periods:</i><br>7:30 a.m. – 8:30 a.m.<br>5:00 p.m. – 6:00 p.m. | Freeway PTI, weighted by segment VMT, during the slowest regional one-hour morning and evening peak period | 1.53            | 2002        | 1.50          | 2009        |
|          |  |  | 1.83<br>(PM)    |             | 1.72<br>(PM)  |             |
|          | Freeway buffer time index<br><i>The slowest periods:</i><br>7:30 a.m. – 8:30 a.m.<br>5:00 p.m. – 6:00 p.m.   | Freeway BTI, weighted by segment VMT, during the slowest regional one-hour morning and evening peak period | 26.1%           | 2002        | 28.5%         | 2009        |
|          |  |  | 41.7%<br>(PM)   |             | 37.9%<br>(PM) |             |
|          | Daily vehicle miles traveled per licensed driver / per   | Vehicle miles traveled per licensed driver / person per day  | 55.1            | 2000        | 39.5          | 2009        |
|          |  |  | 31.0            | 2000        | 28.1          | 2000        |

# GDOT Performance Dashboard

## Statistics

### Crash Data

### GDOT Performance Dashboard

Fatalities

HERO Response Time

Bridge Maintenance

Interstate Maintenance

Non-Interstate Maintenance

ROW Authorization

CST Authorization

Project Schedule

Project Budget

AM Peak Hour Speeds

PM Peak Hour Speeds

Congestion Costs

### Road Data

### STARS (2010)

### Traffic Data

### Traffic Survey

## Welcome to the Georgia DOT Performance Management Dashboard!

GDOT's Strategic Plan Update (SPU) defines the Mission, Vision and Goals of the Department. Each goal relates to and supports the State's strategic priorities.

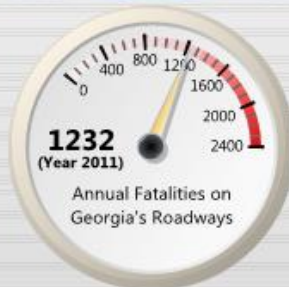
Georgia DOT's Strategic Goals are:

- Making GDOT a better place to work will make GDOT a place that works better
- Making safety investments and improvements where the traveling public is most at risk
- Taking care of what we have, in the most efficient way possible
- Planning and constructing the best set of mobility-focused projects we can, on schedule



Established performance measures help us to evaluate our progress, modify decisions and achieve the ultimate goal of providing Georgians with the best possible transportation system.

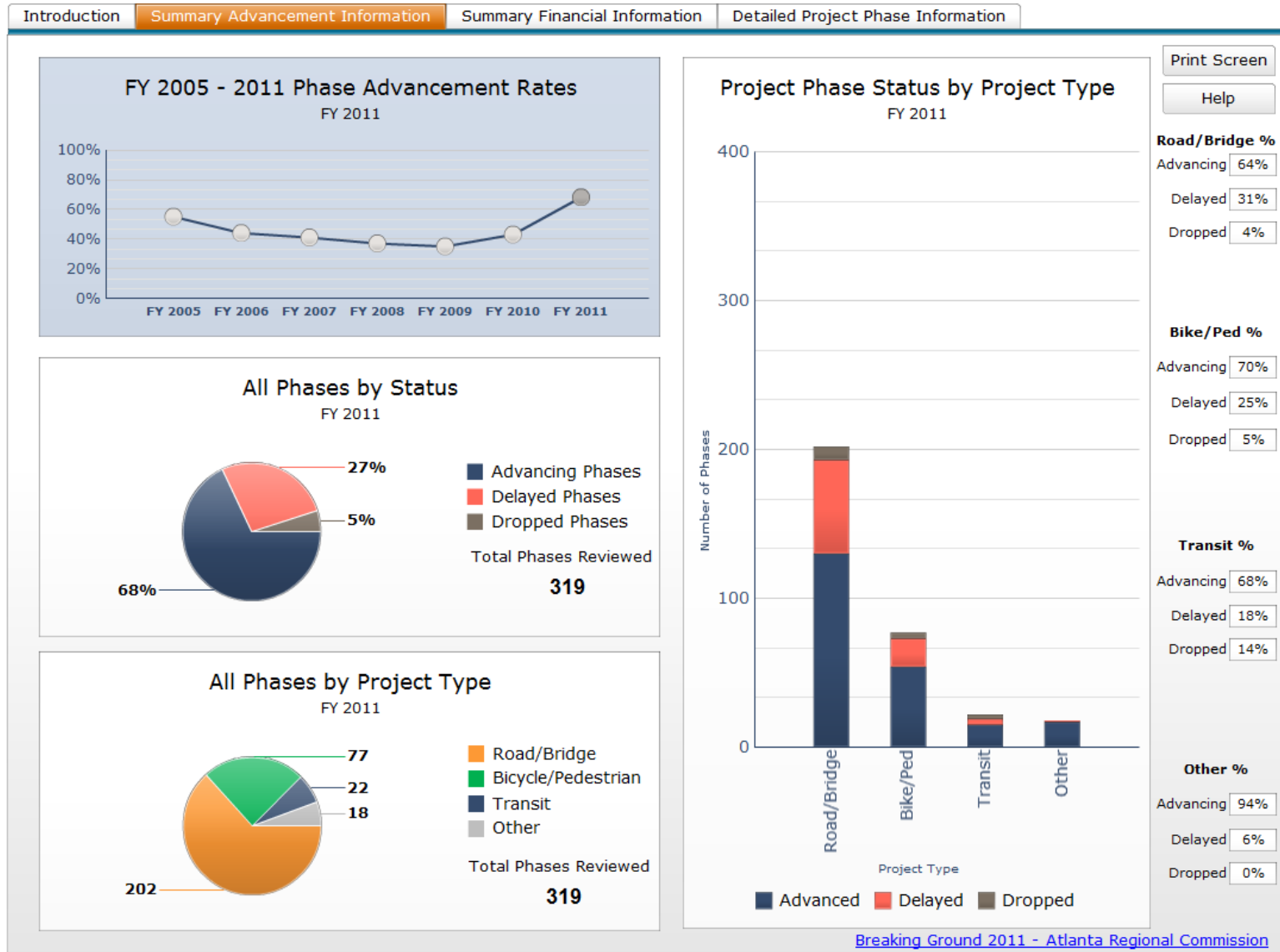
## SAFETY INVESTMENTS & IMPROVEMENTS



## TAKING CARE OF WHAT WE HAVE



# ARC's Breaking Ground Report



# Resources

- Statewide Strategic Transportation Plan:  
[www.it3.ga.gov/Documents/Final-SSTP.pdf](http://www.it3.ga.gov/Documents/Final-SSTP.pdf)
- SSTP Progress Report:  
[dot.ga.gov/informationcenter/programs/Documents/Reports/Attachment E-SSTP-SB200.pdf](http://dot.ga.gov/informationcenter/programs/Documents/Reports/Attachment E-SSTP-SB200.pdf)
- Transportation MAP (Metro Atlanta Performance) Report:  
[www.grta.org/valentin/2010 Transportation MAP Report.pdf](http://www.grta.org/valentin/2010_Transportation_MAP_Report.pdf)
- GDOT Performance Dashboard:  
<http://dot.ga.gov/statistics/performance/Pages/default.aspx>
- ARC's Breaking Ground Report:  
<http://documents.atlantaregional.com/transportation/bg/bg2011.html>

## Contact Information

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